LTIP (2)

APPLICATION FOR FINANCIAL A: GRANT

Revised 4/99 CBO#2

IMPORTANT: Please consult the "Instructions for Completing the Projec ... for assistance in completion of this form.

SUBDIVISION: City of Blue Ash CODE# 061- 07300

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 10 / 2002

CONTACT: John L. Eisenmann, P.E., P.S. PHONE # (513) 791-1700
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL jeisenmann@cds-assoc.com

PROJECT NAME: REED HARTMAN HIGHWAY, PHASE 2 IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
X 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $1,000,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 4,840,000 FUNDING REQUESTED: $ 1,000,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 1,000,000 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program
_X_Local Transportation Improvements Program
___Small Government Program

OFFICE OF NEW BUILDINGTON COUNTY ENGINEER
2002 SEP 13 PM 1 15

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		ACCOUNT FORCE TOTAL DOLLARS DOLLARS
a.) Basic Engineering Services:		$_____.00
Preliminary Design	$_____. 00	
Final Design	$_____. 00	
Bidding	$_____. 00	
Construction Phase	$_____. 00	
Additional Engineering Services *Identify services and costs below.		$_____.00
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00
c.) Construction Costs:		$ 4,400,000.00
d.) Equipment Purchased Directly:		$_____.00
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00
f.) Construction Contingencies:		$ 440,000.00
g.) TOTAL ESTIMATED COSTS:		$ 4,840,000.00

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ 3,740,000.00	77.2%
b.)	Local Revenues	$ .00	
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2003)	$ 100,000.00	2.1%
	SUBTOTAL LOCAL RESOURCES:	$ 3,840,000.00	79.3%
d.)	OPWC Funds		
	1. Grant	$ 1,000,000.00	20.7%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ .00	
e.)	TOTAL FINANCIAL RESOURCES:	$ 4,840,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Reed Hartman Highway, Phase 2 Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: Reed Hartman Highway from 900' south of Osborne Boulevard to Procter & Gamble, Sharon Woods Tech Center south entrance.

PROJECT ZIP CODE : 45242

B: PROJECT COMPONENTS: Repair the existing pavement as necessary. Improve, widen to six (6) or seven (7) lanes, and pave approximately 4500 LF of Reed Hartman highway and replace curb and gutter and expand the enclosed storm sewer system. Upgrade traffic control devices. Improve the existing roadway profile where deficient.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS: Reed Hartman Highway is a major arterial that services the Blue Ash and Sharonville business communities between Ronald Reagan Highway (SR 126) and I-275. Currently, Reed Hartman has four (4) or five (5) lanes of asphalt pavement, 53'-60' wide, with curb and gutter.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 31,980 **Year:** 2001 **Projected ADT:** 40,580 **Year:** 2016

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 **Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 950,000.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 3,890,000.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	Engineering/Design:	06 / 01 /2001	10 / 30 /2002
4.2	Bid Advertisement and Award:	12 / 01 /2003	01 / 01 /2004
4.3	Construction:	02 / 02 /2004	12 / 01 /2004
4.4	Right-of-Way/Land Acquisition:	01 / 01 /2003	12 / 31 /2003

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Mr. Dennis E. Albrinck
TITLE	Service Director
STREET	City of Blue Ash
	4343 Cooper Road
CITY/ZIP	City of Blue Ash, Ohio 45242
PHONE	(513) 745 – 8545
FAX	(513) 745 – 8594
E-MAIL	Dalbrinck@blueash.com

5.2 CHIEF FINANCIAL

OFFICER	Mr. James S. Pfeffer
TITLE	Administrative Services Director
STREET	City of Blue Ash
	4343 Cooper Road
CITY/ZIP	City of Blue Ash, Ohio 45242
PHONE	(513) 745 – 8507
FAX	(513) 745 – 8594
E-MAIL	Jpfeffer@blueash.com

5.3 PROJECT MANAGER

	Mr. John L. Eisenmann, P.E., P.S.,
TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791 – 1700
FAX	(513) 791 – 1936
E-MAIL	Jeisenmann@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[n/a] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[n/a] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Dennis E. Albrinck, Service Director
Certifying Representative (Type or Print Name and Title)

Dennis E. Albrinck 9-12-07
Signature/Date Signed

CDS Associates, Inc.

Project: REED HARTMAN HIGHWAY IMPROVEMENTS, PHASE 2
CITY OF BLUE ASH, OHIO

2002003-16
9/12/02

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
1	201	CLEARING AND GRUBBING, AS PER PLAN	LUMP SUM	1	$75,000.00	$75,000.00
2	202	WALK REMOVED	S.F.	1300	$1.50	$1,950.00
3	202	CONCRETE MEDIAN REMOVED	S.Y.	40	$15.00	$600.00
4	202	CURB REMOVED (PARKING)	FOOT	80	$5.00	$400.00
5	202	CURB AND GUTTER REMOVED	FOOT	10800	$5.75	$62,100.00
6	202	PIPE REMOVED, 24" AND UNDER	FOOT	900	$12.00	$10,800.00
7	202	GUARD RAIL REMOVED	FOOT	2600	$5.00	$13,000.00
8	202	CATCH BASIN REMOVED	EACH	37	$250.00	$9,250.00
9	202	FENCE REMOVED	FOOT	350	$7.00	$2,450.00
10	202	REMOVAL MISC.: EX. HEAD WALL (FOR UP TO 30" PIPE)	EACH	6	$325.00	$1,950.00
11	202	REMOVAL MISC.: EX. HEAD WALL (FOR OVER 30"PIPE)	EACH	2	$1,300.00	$2,600.00
12	202	REMOVAL MISC.: PRIVATE SIGN FOOTING	EACH	9	$200.00	$1,800.00
13	202	REMOVAL MISC.: EX. TRAFFIC SIGN AND POST	EACH	13	$25.00	$325.00
14	202	REMOVAL MISC.: STONE WALL	FOOT	13	$20.00	$260.00
15	202	PLUG EXISTING PIPE	EACH	9	$150.00	$1,350.00
		REMOVALS SUBTOTAL				**$183,835.00**
		ROADWAY				
16	203	EXCAVATION, AS PER PLAN	C.Y.	12700	$17.00	$215,900.00
17	203	EMBANKMENT	C.Y.	7500	$13.00	$97,500.00
18	204	SUBGRADE COMPACTION	S.Y.	22100	$2.25	$49,725.00
19	254	PAVEMENT PLANING, ASPHALT CONCRETE (1.5")	S.Y.	9700	$2.85	$27,645.00
20	302	ASPHALT CONCRETE BASE	C.Y.	3700	$75.00	$277,500.00
21	304	AGGREGATE BASE	C.Y.	5100	$40.00	$204,000.00

CDS Associates, Inc.

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CITY OF BLUE ASH, OHIO

2002003-16
9/12/02

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
22	407	TACK COAT @ 0.10 GAL/SY (ROADWAY)	GAL	4150	$3.00	$12,450.00
23	448	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1H (1.5")	C.Y.	2630	$80.00	$210,400.00
24	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1H	C.Y.	2600	$80.00	$208,000.00
25	606	GUARDRAIL, TYPE 5 WITH REFLECTORS	FOOT	2600	$15.00	$39,000.00
26	606	ANCHOR ASSEMBLY, TYPE A WITH REFLECTORS	EACH	5	$1,400.00	$7,000.00
27	606	ANCHOR ASSEMBLY, TYPE T WITH REFLECTORS	EACH	5	$800.00	$4,000.00
28	607	FENCE, TYPE CL	FOOT	310	$18.00	$5,580.00
29	608	CONCRETE WALK (5" THICK)	S.F.	1750	$4.50	$7,875.00
30	608	WALKWAY, MISC.: CURB RAMP TYPE 1 EXTRA FOR FORMING ONLY	EACH	2	$150.00	$300.00
31	608	WALKWAY, MISC.: CURB RAMP TYPE 2 EXTRA FOR FORMING ONLY	EACH	2	$100.00	$200.00
32	609	COMBINATION CURB AND GUTTER, TYPE 2	FOOT	10500	$13.50	$141,750.00
33	609	CURB, TYPE 6	FOOT	81	$18.00	$1,458.00
34	612	CONCRETE MEDIAN, AS PER PLAN	S.F.	6400	$8.00	$51,200.00
35	*204	PROOF ROLLING	HOUR	50	$125.00	$6,250.00
36	*251	PARTIAL DEPTH RIGID PAVEMENT REPAIR	S.Y.	500	$35.00	$17,500.00
37	*252	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	S.Y.	500	$60.00	$30,000.00
38	*254	PAVEMENT PLANING, ASPHALT CONCRETE	S.Y.	1000	$2.75	$2,750.00
39	*304	GRANULAR MATERIAL FOR SUBGRADE REPAIR	C.Y.	500	$40.00	$20,000.00
40	SPL	CRACK SEALING	GALLON	500	$35.00	$17,500.00
41	SPL	JOINT FABRIC, AS PER PLAN	FOOT	11000	$2.50	$27,500.00
42	SPL	COVER EXISTING CB WITH CONCRETE SLAB AND ABANDON.	EACH	3	$250.00	$750.00
		ROADWAY SUBTOTAL				$1,683,733.00

CDS Associates, Inc.

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CITY OF BLUE ASH, OHIO

2002003-16
9/12/02

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		DRAINAGE/ SANITARY				
43	601	ROCK CHANNEL PROTECTION, TYPE A GROUTED IN PLACE	C.Y.	184	$80.00	$14,720.00
44	601	ROCK CHANNEL PROTECTION, TYPE B GROUTED IN PLACE	C.Y.	40	$60.00	$2,400.00
45	601	ROCK CHANNEL PROTECTION, TYPE C GROUTED IN PLACE	C.Y.	6	$40.00	$240.00
46	603	24" CONDUIT, TYPE A, 707.02	FOOT	12	$70.00	$840.00
47	603	30" CONDUIT, TYPE A, 707.02	FOOT	42	$85.00	$3,570.00
48	603	48" CONDUIT, TYPE A, 707.02	FOOT	20	$100.00	$2,000.00
49	603	96" CONDUIT, TYPE A, 707.02	FOOT	50	$175.00	$8,750.00
50	603	108" CONDUIT, TYPE A, 707.02	FOOT	43	$225.00	$9,675.00
51	603	66"X51" OVAL PIPE, TYPE A, 14" GAGE, ALUMINIZED TYPE 2 ULTRA FLU, AS PER PLAN	FOOT	155	$150.00	$23,250.00
52	603	12" CONDUIT, TYPE B, CLASS III	FOOT	2050	$47.00	$96,350.00
53	603	12" CONDUIT, TYPE B, 706.02, CLASS V	FOOT	25	$65.00	$1,625.00
54	603	15" CONDUIT, TYPE B, CLASS III	FOOT	365	$52.00	$18,980.00
55	603	18" CONDUIT, TYPE B, CLASS III	FOOT	625	$62.00	$38,750.00
56	604	MANHOLE, NO. 3	EACH	2	$2,200.00	$4,400.00
57	604	MANHOLE, MISC.: FOR 66"X51" OVAL PIPE	EACH	2	$3,500.00	$7,000.00
58	604	STORM MANHOLE ADJUSTED TO GRADE	EACH	9	$250.00	$2,250.00
59	604	SANITARY MANHOLE ADJUSTED TO GRADE	EACH	6	$250.00	$1,500.00
60	604	STORM MANHOLE RECONSTRUCTED TO GRADE	EACH	10	$275.00	$2,750.00
61	604	SANITARY MANHOLE RECONSTRUCTED TO GRADE	EACH	5	$275.00	$1,375.00
62	604	CATCH BASIN, NO. 3	EACH	40	$1,750.00	$70,000.00
63	604	CATCH BASIN, NO. 3A	EACH	8	$1,350.00	$10,800.00
64	604	CATCH BASIN, NO.2-2-A	EACH	1	$1,000.00	$1,000.00

CDS Associates, Inc.

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ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
65	604	CATCH BASIN, NO.2-2-B	EACH	3	$1,000.00	$3,000.00
66	604	CATCH BASIN, NO. 2-3	EACH	1	$1,200.00	$1,200.00
67	604	CATCH BASIN, NO. 2-5	EACH	1	$2,000.00	$2,000.00
68	604	CATCH BASIN RECONSTRUCTED TO GRADE	EACH	1	$300.00	$300.00
69	604	HEADWALL, HW-4A FOR 108" PIPE	EACH	1	$2,000.00	$2,000.00
70	604	HEADWALL, HW-4B FOR 12" PIPE	EACH	3	$250.00	$750.00
71	604	HEADWALL, HW-D FOR 30" PIPE	EACH	1	$1,700.00	$1,700.00
72	604	HEADWALL, HW-3 MODIFIED TYPE B FOR 66"X51" OVAL, AS PER PLAN	EACH	1	$3,500.00	$3,500.00
73	605	UNCLASSIFIED PIPE UNDERDRAIN, 707.15 (6")	FOOT	7000	$13.00	$91,000.00
74	*603	4"-8" CONDUIT, TYPE B FOR DRAINAGE CONNECTIONS	FOOT	400	$25.00	$10,000.00
75	*603	4"-8" CONDUIT, TYPE C FOR DRAINAGE CONNECTIONS	FOOT	400	$25.00	$10,000.00
76	*603	6"-8" CONDUIT, TYPE B, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	FOOT	500	$35.00	$17,500.00
77	*603	6"-8" CONDUIT TYPE C, 706.01, 706.02, 706.03, WITH JOINTS PER 706.11 OR 706.12	FOOT	500	$35.00	$17,500.00
78	*603	FARM DRAINS / ROOF DRAINS	FOOT	200	$10.00	$2,000.00
79	*604	SANITARY MANHOLE RECONSTRUCTED TO GRADE WITH WATER TIGHT COVER	EACH	1	$450.00	$450.00
80	*604	SANITARY MANHOLE RECONSTRUCTED TO GRADE WITH HEAVY DUTY FRAME AND GRATE	EACH	1	$450.00	$450.00
81	*605	UNCLASSIFIED PIPE UNDERDRAIN, 707.15 (6")	FOOT	600	$13.00	$7,800.00
82	*605	AGGREGATE DRAINS FOR SPRINGS	FOOT	600	$12.00	$7,200.00
		DRAINAGE/SANITARY SUBTOTAL				**$500,575.00**
		ROADSIDE/ EROSION CONTROL				
83	207	FILTER FABRIC FENCE	FOOT	4150	$3.75	$15,562.50
84	207	STRAW OR HAY BALES	EACH	200	$10.00	$2,000.00

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ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
85	653	TOPSOIL FURNISHED AND PLACED	C.Y.	2850	$35.00	$99,750.00
86	659	COMMERCIAL FERTILIZER	TON	1	$500.00	$500.00
87	659	SEEDING AND MULCHING	S.Y.	24750	$1.00	$24,750.00
88	659	WATER	MGAL	100	$100.00	$10,000.00
89	660	SODDING, STAKED	S.Y.	100	$10.00	$1,000.00
90	*659	REPAIR SEEDING AND MULCHING	S.Y.	2000	$0.75	$1,500.00
		ROADSIDE/EROSION CONTROL SUBTOTAL				**$155,062.50**
		MAINTENANCE OF TRAFFIC				
91	614	MAINTAINING TRAFFIC	LUMP SUM	1	$200,000.00	$200,000.00
92	615	CALCIUM CHLORIDE	TON	5	$200.00	$1,000.00
93	615	WATER	MGAL	30	$100.00	$3,000.00
94	619	FIELD OFFICE, TYPE A	MONTH	12	$800.00	$9,600.00
95	624	MOBILIZATION	LUMP SUM	1	$70,000.00	$70,000.00
96	642	EDGE LINES	MILE	2.3	$1,500.00	$3,450.00
97	642	CENTER LINES	MILE	3.4	$2,200.00	$7,480.00
98	642	STOP LINES	FOOT	400	$1.75	$700.00
99	642	LANE LINE	MILE	4.6	$1,500.00	$6,900.00
100	642	LANE ARROWS	EACH	24.0	$200.00	$4,800.00
101	*302	ASPHALT CONCRETE BASE FOR DRIVEWAY MAINTENANCE	C.Y.	100	$75.00	$7,500.00
102	*615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	S.Y.	1000	$25.00	$25,000.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				**$339,430.00**

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9/12/02

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		STRUCTURAL				
103	610	SPECIAL-RETAINING WALL, MISC.: KEYSTONE WALL	S.F.	1850	$27.00	$49,950.00
		STRUCTURAL SUBTOTAL				$49,950.00
		TRAFFIC CONTROL				
		PAVEMENT MARKINGS				
104	621	RAISED PAVEMENT MARKER, TWO-WAY, WHITE-RED	EA	485	$17.50	$8,487.50
105	621	RAISED PAVEMENT MARKER, TWO-WAY, YELLOW/YELLOW	EA	127	$17.50	$2,222.50
106	621	RAISED PAVEMENT MARKER, ONE-WAY, YELLOW	EA	22	$17.50	$385.00
107	644	EDGE LINE, 4" SOLID WHITE	MI	0.07	$2,000.00	$140.00
108	644	EDGE LINE, 4" SOLID YELLOW	MI	0.30	$2,000.00	$600.00
109	644	LANE LINE, 4" WHITE	MI	3.03	$850.00	$2,575.50
110	644	CENTER LINE, 4", DOUBLE SOLID YELLOW	MI	1.44	$3,200.00	$4,608.00
111	644	CHANNELIZING LINE, 8", SOLID WHITE	LF	9,855	$1.00	$9,855.00
112	644	STOP LINE, 24", SOLID WHITE	LF	770	$4.50	$3,465.00
113	644	CROSSWALK LINE, 12", SOLID WHITE	LF	790	$2.25	$1,777.50
114	644	TRANSVERSE LINE, 24", SOLID YELLOW	LF	1,730	$4.50	$7,785.00
115	644	CHEVRON LINE, 24", SOLID WHITE	LF	615	$4.50	$2,767.50
116	644	CURB MARKING, SOLID YELLOW	SF	65	$2.50	$162.50
117	644	ISLAND MARKING, SOLID YELLOW	SF	170	$2.50	$425.00
118	644	LANE ARROW	EA	97	$75.00	$7,275.00
119	644	WORD ON PAVEMENT, 96"	EA	18	$85.00	$1,530.00
120	644	DOTTED LINE, 4"	LF	395	$0.85	$335.75

CDS Associates, Inc.

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ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		PAVEMENT MARKINGS SUBTOTAL				$54,396.75
		SIGNAGE				
121	630	GROUND MOUNTED SUPPORT, NO. 3 POST	LF	395	$8.00	$3,160.00
122	630	OVERHEAD SIGN SUPPORT, MISC. : SPECIAL DESIGN OVERHEAD SIGN SUPPORT	EACH	4	$6,000.00	$24,000.00
123	630	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	18	$275.00	$4,950.00
124	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	1	$150.00	$150.00
125	630	SIGN, FLAT SHEET, TYPE G	SF	238	$25.00	$5,950.00
126	630	RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN	EACH	4	$3,500.00	$14,000.00
127	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	5	$50.00	$250.00
128	630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	12	$250.00	$3,000.00
129	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	10	$50.00	$500.00
		SIGNAGE SUBTOTAL				$55,960.00
		INTERCONNECT				
130	625	CONDUIT, 2", 725.05, AS PER PLAN	LF	2755	$3.25	$8,953.75
131	625	TRENCH	LF	2755	$7.00	$19,285.00
132	625	PULLBOX, 725.08, 18"	EACH	8	$575.00	$4,600.00
133	632	DETECTOR LOOP, AS PER PLAN	EACH	4	$800.00	$3,200.00
134	632	LOOP DETECTOR UNIT, 2 CHANNEL, DELAY AND EXTENSION TYPE, AS PER PLAN	EACH	1	$250.00	$250.00
135	632	INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39), AS PER PLAN	LF	3400	$1.75	$5,950.00
136	632	INTERCONNECT CABLE, INTEGRAL MESSENGER WIRE TYPE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-38), AS PER PLAN	LF	2670	$2.50	$6,675.00
137	632	INTERCONNECT CABLE, MISC. : REMOVAL AND RELOCATION OF INTERCONNECT CABLE	0.75	746	$2.50	$1,865.00
138	632	INTERCONNECT, MISC. : SPLICE BOX	EACH	3	$500.00	$1,500.00

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ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
139	632	INTERCONNECT, MISC. : REMOVE AND RELOCATE EX. SPLICE BOX	EACH	1	$150.00	$150.00
140	632	PHONE DROP	EACH	1	$550.00	$550.00
141	632	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO 14 AWG	LF	305	$1.25	$381.25
142	632	CONDUIT RISER, 2" DIAMETER	EACH	4	$175.00	$700.00
143	633	CONTROLLER, MASTER, TRAFFIC RESPONSIVE, AS PER PLAN	EACH	1	$6,500.00	$6,500.00
		INTERCONNECT SUBTOTAL				$60,560.00
		REED HARTMAN @ OSBORNE SIGNAL				
144	625	CONNECTOR KIT, TYPE II	EACH	3	$65.00	$195.00
145	625	CONNECTOR KIT, TYPE III	EACH	3	$75.00	$225.00
146	625	CONNECTOR KIT, TYPE V	EACH	2	$65.00	$130.00
147	625	CONNECTOR KIT, TYPE VI	EACH	2	$75.00	$150.00
148	625	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	LF	1210	$1.00	$1,210.00
149	625	NO. 10 AWG POLE AND BRACKET CABLE	LF	760	$1.50	$1,140.00
150	625	CONDUIT, 1", 725.05, AS PER PLAN	LF	225	$2.50	$562.50
151	625	CONDUIT, 3", 725.05, AS PER PLAN	LF	50	$4.00	$200.00
152	625	CONDUIT, 4", 725.05, AS PER PLAN	LF	300	$5.00	$1,500.00
153	625	CONDUIT, 4", 725.05, JACKED OR DRILLED, AS PER PLAN	LF	105	$35.00	$3,675.00
154	625	LUMINAIRE, CONVENTIONAL, AS PER PLAN	EACH	4	$250.00	$1,000.00
155	625	TRENCH	LF	215	$7.00	$1,505.00
156	625	TRENCH IN PAVED AREA, TYPE B	LF	180	$35.00	$6,300.00
157	625	PULLBOX, 725.08, 18"	EACH	5	$575.00	$2,875.00
158	625	PULLBOX, 725.08, 24"	EACH	1	$700.00	$700.00
159	625	GROUND ROD	EACH	6	$150.00	$900.00

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ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
160	630	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	9	$275.00	$2,475.00
161	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	2	$100.00	$200.00
162	630	SIGN, FLAT SHEET, TYPE G	SF	85	$25.00	$2,125.00
163	630	COVERING OF SIGN	SF	25	$10.00	$250.00
164	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	13	$775.00	$10,075.00
165	632	VEHICULAR SIGNAL HEAD, 5 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	2	$1,200.00	$2,400.00
166	632	PEDESTRIAN SIGNAL HEAD, TYPE A2, AS PER PLAN	EACH	6	$750.00	$4,500.00
167	632	COVERING OF VEHICULAR SIGNAL HEAD	EACH	15	$25.00	$375.00
168	632	COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	6	$25.00	$150.00
169	632	PEDESTRIAN PUSHBUTTON, AS PER PLAN	EACH	2	$200.00	$400.00
170	632	SIGNAL CABLE, 2 CONDUCTOR, NO. 14 AWG	LF	30	$1.00	$30.00
171	632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	LF	1715	$1.75	$3,001.25
172	632	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	LF	2280	$2.00	$4,560.00
173	632	INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39), AS PER PLAN	LF	50	$2.50	$125.00
174	632	SIGNAL SUPPORT FOUNDATION	EACH	2	$1,700.00	$3,400.00
175	632	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	EACH	2	$3,500.00	$7,000.00
176	632	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	LF	285	$2.10	$598.50
177	632	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	LF	45	$3.00	$135.00
178	632	POWER SERVICE, AS PER PLAN	EACH	1	$1,350.00	$1,350.00
179	632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 12, AS PER PLAN	EACH	2	$6,500.00	$13,000.00
180	632	COMBINATION SIGNAL SUPPORT, MISC. : SPECIAL DESIGN COMBINATION SIGNAL SUPPORT	EACH	2	$8,000.00	$16,000.00
181	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	$1,750.00	$1,750.00

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182	632	SIGNALIZATION, MISC. : VIDEO DETECTION EQUIPMENT	EACH	4	$6,500.00	$26,000.00
183	632	* SIGNALIZATION, MISC. : CONCRETE FOR SIGNAL SIGNAL SUPPORT FOUNDATIONS	CY	3	$750.00	$2,250.00
184	633	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	EACH	1	$12,000.00	$12,000.00
185	633	CABINET FOUNDATION, AS PER PLAN	EACH	1	$3,000.00	$3,000.00
186	633	CONTROLLER WORK PAD, AS PER PLAN	EACH	1	$400.00	$400.00
187	633	CONTROLLER ITEM, MISC. : UNITERUPTIBLE POWER SUPPLY	EACH	1	$7,500.00	$7,500.00
		REED HARTMAN @ OSBORNE SIGNAL SUBTOTAL				$147,317.25
		REED HARTMAN @ CORNELL SIGNAL				
188	625	CONNECTOR KIT, TYPE II	EACH	3	$65.00	$195.00
189	625	CONNECTOR KIT, TYPE III	EACH	3	$75.00	$225.00
190	625	CONNECTOR KIT, TYPE V	EACH	2	$65.00	$130.00
191	625	CONNECTOR KIT, TYPE VI	EACH	2	$75.00	$150.00
192	625	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	LF	1200	$1.00	$1,200.00
193	625	NO. 10 AWG POLE AND BRACKET CABLE	LF	760	$1.50	$1,140.00
194	625	CONDUIT, 1", 725.05, AS PER PLAN	LF	20	$2.50	$50.00
195	625	CONDUIT, 3", 725.05, AS PER PLAN	LF	65	$4.00	$260.00
196	625	CONDUIT, 4", 725.05, AS PER PLAN	LF	420	$5.00	$2,100.00
197	625	LUMINAIRE, CONVENTIONAL, AS PER PLAN	EACH	4	$250.00	$1,000.00
198	625	TRENCH	LF	90	$7.00	$630.00
199	625	TRENCH IN PAVED AREA, TYPE B	LF	405	$35.00	$14,175.00
200	625	PULLBOX, 725.08, 18"	EACH	5	$575.00	$2,875.00
201	625	PULLBOX, 725.08, 24"	EACH	1	$700.00	$700.00
202	625	GROUND ROD	EACH	8	$150.00	$1,200.00

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203	630	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	6	$275.00	$1,650.00
204	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	EACH	2	$100.00	$200.00
205	630	SIGN, FLAT SHEET, TYPE G	SF	63	$25.00	$1,575.00
206	630	COVERING OF SIGN	SF	37	$10.00	$370.00
207	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	12	$775.00	$9,300.00
208	632	VEHICULAR SIGNAL HEAD, 5 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	4	$1,200.00	$4,800.00
209	632	PEDESTRIAN SIGNAL HEAD, TYPE A2, AS PER PLAN	EACH	4	$750.00	$3,000.00
210	632	COVERING OF VEHICULAR SIGNAL HEAD	EACH	16	$25.00	$400.00
211	632	COVERING OF PEDESTRIAN SIGNAL HEAD	EACH	4	$25.00	$100.00
212	632	PEDESTRIAN PUSHBUTTON, AS PER PLAN	EACH	3	$200.00	$600.00
213	632	SIGNAL CABLE, 2 CONDUCTOR, NO. 14 AWG	LF	190	$1.00	$190.00
214	632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	LF	560	$1.75	$980.00
215	632	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	LF	2325	$2.00	$4,650.00
216	632	INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39), AS PER PLAN	LF	50	$2.50	$125.00
217	632	SIGNAL SUPPORT FOUNDATION	EACH	5	$1,700.00	$8,500.00
218	632	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	EACH	1	$3,500.00	$3,500.00
219	632	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	LF	65	$2.10	$136.50
220	632	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	LF	45	$3.00	$135.00
221	632	POWER SERVICE, AS PER PLAN	EACH	1	$1,350.00	$1,350.00
222	632	SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 1, AS PER PLAN	EACH	2	$3,500.00	$7,000.00
223	632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 12, AS PER PLAN	EACH	3	$6,500.00	$19,500.00
224	632	COMBINATION SIGNAL SUPPORT, MISC. : SPECIAL DESIGN COMBINATION SIGNAL SUPPORT	EACH	1	$8,000.00	$8,000.00

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225	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	$1,750.00	$1,750.00
226	632	SIGNALIZATION, MISC. : VIDEO DETECTION EQUIPMENT	EACH	6	$6,500.00	$39,000.00
227	632	* SIGNALIZATION, MISC. : CONCRETE FOR SIGNAL SIGNAL SUPPORT FOUNDATIONS	CY	3	$750.00	$2,250.00
228	633	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	EACH	1	$12,000.00	$12,000.00
229	633	CABINET FOUNDATION	EACH	1	$3,000.00	$3,000.00
230	633	CONTROLLER WORK PAD	EACH	1	$400.00	$400.00
231	633	CONTROLLER ITEM, MISC. : UNINTERUPTIBLE POWER SUPPLY	EACH	1	$7,500.00	$7,500.00
		REED HARTMAN @ CORNELL SIGNAL SUBTOTAL				$167,991.50
		REED HARTMAN @ ASHWOOD SIGNAL				
232	625	CONNECTOR KIT, TYPE II	EACH	3	$65.00	$195.00
233	625	CONNECTOR KIT, TYPE III	EACH	3	$75.00	$225.00
234	625	CONNECTOR KIT, TYPE V	EACH	2	$65.00	$130.00
235	625	CONNECTOR KIT, TYPE VI	EACH	2	$75.00	$150.00
236	625	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	LF	800	$1.00	$800.00
237	625	NO. 10 AWG POLE AND BRACKET CABLE	LF	760	$1.50	$1,140.00
238	625	CONDUIT, 1", 725.05, AS PER PLAN	LF	10	$2.50	$25.00
239	625	CONDUIT, 3", 725.05, AS PER PLAN	LF	35	$4.00	$140.00
240	625	CONDUIT, 4", 725.05, AS PER PLAN	LF	270	$5.00	$1,350.00
241	625	LUMINAIRE, CONVENTIONAL, AS PER PLAN	EACH	4	$250.00	$1,000.00
242	625	TRENCH	LF	50	$7.00	$350.00
243	625	TRENCH IN PAVED AREA, TYPE B	LF	255	$35.00	$8,925.00
244	625	PULLBOX, 725.08, 18"	EACH	3	$575.00	$1,725.00
245	625	PULLBOX, 725.08, 24"	EACH	1	$700.00	$700.00

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246	625	GROUND ROD	EACH	6	$150.00	$900.00
247	630	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	7	$275.00	$1,925.00
248	632	SIGN, FLAT SHEET, TYPE G	SF	74	$25.00	$1,850.00
249	632	COVERING OF SIGN	SF	23	$10.00	$230.00
250	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	10	$775.00	$7,750.00
251	632	COVERING OF VEHICULAR SIGNAL HEAD	EACH	10	$25.00	$250.00
252	632	PEDESTRIAN PUSHBUTTON, AS PER PLAN	EACH	4	$200.00	$800.00
253	632	DETECTOR LOOP, AS PER PLAN	EACH	4	$800.00	$3,200.00
254	632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	LF	640	$1.75	$1,120.00
255	632	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	LF	1185	$2.00	$2,370.00
256	632	INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39), AS PER PLAN	LF	50	$2.50	$125.00
257	632	SIGNAL SUPPORT FOUNDATION	EACH	2	$1,700.00	$3,400.00
258	632	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	EACH	2	$3,500.00	$7,000.00
259	632	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	LF	455	$1.25	$568.75
260	632	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	LF	50	$2.10	$105.00
261	632	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	LF	45	$3.00	$135.00
262	632	POWER SERVICE, AS PER PLAN	EACH	1	$1,350.00	$1,350.00
263	632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 2, AS PER PLAN	EACH	1	$4,000.00	$4,000.00
264	632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 11, AS PER PLAN	EACH	1	$6,000.00	$6,000.00
265	632	COMBINATION SIGNAL SUPPORT, MISC. : SPECIAL DESIGN COMBINATION SIGNAL SUPPORT	EACH	2	$8,000.00	$16,000.00
266	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	$1,750.00	$1,750.00
267	632	SIGNALIZATION, MISC. : VIDEO DETECTION EQUIPMENT	EACH	2	$6,500.00	$13,000.00

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268	632	* SIGNALIZATION, MISC. : CONCRETE FOR SIGNAL SIGNAL SUPPORT FOUNDATIONS	CY	3	$750.00	$2,250.00
269	633	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	EACH	1	$12,000.00	$12,000.00
270	633	CABINET FOUNDATION	EACH	1	$3,000.00	$3,000.00
271	633	CONTROLLER WORK PAD	EACH	1	$400.00	$400.00
272	633	CONTROLLER ITEM, MISC. : UNINTERUPTIBLE POWER SUPPLY	EACH	1	$7,500.00	$7,500.00
		REED HARTMAN @ ASHWOOD SIGNAL SUBTOTAL				$115,833.75
		REED HARTMAN @ CORNELL PARK SIGNAL				
273	625	CONNECTOR KIT, TYPE II	EACH	3	$65.00	$195.00
274	625	CONNECTOR KIT, TYPE III	EACH	3	$75.00	$225.00
275	625	CONNECTOR KIT, TYPE V	EACH	2	$65.00	$130.00
276	625	CONNECTOR KIT, TYPE VI	EACH	2	$75.00	$150.00
277	625	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	LF	970	$1.00	$970.00
278	625	NO. 10 AWG POLE AND BRACKET CABLE	LF	760	$1.50	$1,140.00
279	625	CONDUIT, 1", 725.05, AS PER PLAN	LF	25	$2.50	$62.50
280	625	CONDUIT, 3", 725.05, AS PER PLAN	LF	70	$4.00	$280.00
281	625	CONDUIT, 4", 725.05, AS PER PLAN	LF	120	$5.00	$600.00
282	625	CONDUIT, 4", 725.05, JACKED OR DRILLED UNDER PAVEMENT	LF	230	$35.00	$8,050.00
283	625	LUMINAIRE, CONVENTIONAL, AS PER PLAN	EACH	4	$250.00	$1,000.00
284	625	TRENCH	LF	105	$7.00	$735.00
285	625	TRENCH IN PAVED AREA, TYPE B	LF	95	$35.00	$3,325.00
286	625	PULLBOX, 725.08, 18"	EACH	3	$575.00	$1,725.00
287	625	PULLBOX, 725.08, 24"	EACH	1	$700.00	$700.00
288	625	GROUND ROD	EACH	6	$150.00	$900.00

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289	630	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	EACH	6	$275.00	$1,650.00
290	632	SIGN, FLAT SHEET, TYPE G	SF	69	$25.00	$1,725.00
291	632	COVERING OF SIGN	SF	15	$10.00	$150.00
292	632	VEHICULAR SIGNAL HEAD, 3 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	8	$775.00	$6,200.00
293	632	VEHICULAR SIGNAL HEAD, 5 SECTION, 12 " LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	EACH	2	$1,200.00	$2,400.00
294	632	COVERING OF VEHICULAR SIGNAL HEAD	EACH	10	$25.00	$250.00
295	632	PEDESTRIAN PUSHBUTTON, AS PER PLAN	EACH	4	$200.00	$800.00
296	632	DETECTOR LOOP, AS PER PLAN	EACH	3	$800.00	$2,400.00
297	632	LOOP DETECTOR TIE-IN	EACH	2	$150.00	$300.00
298	632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	LF	710	$1.75	$1,242.50
299	632	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	LF	1285	$2.00	$2,570.00
300	632	INTERCONNECT CABLE, 6 PAIR, NO. 19 AWG, SOLID, REA (PE-39), AS PER PLAN	LF	50	$2.50	$125.00
301	632	SIGNAL SUPPORT FOUNDATION	EACH	2	$1,700.00	$3,400.00
302	632	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	EACH	2	$3,500.00	$7,000.00
303	632	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	LF	735	$1.25	$918.75
304	632	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	LF	55	$2.10	$115.50
305	632	POWER CABLE, 3 CONDUCTOR, NO. 6 AWG	LF	45	$3.00	$135.00
306	632	POWER SERVICE, AS PER PLAN	EACH	1	$1,350.00	$1,350.00
307	632	COMBINATION SIGNAL SUPPORT, TYPE TC-81.20, DESIGN 3, AS PER PLAN	EACH	2	$4,750.00	$9,500.00
308	632	COMBINATION SIGNAL SUPPORT, MISC. : SPECIAL DESIGN COMBINATION SIGNAL SUPPORT	EACH	2	$8,000.00	$16,000.00
309	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	EACH	1	$1,750.00	$1,750.00

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310	632	SIGNALIZATION, MISC. : VIDEO DETECTION EQUIPMENT	EACH	2	$6,500.00	$13,000.00
311	632	* SIGNALIZATION, MISC. : CONCRETE FOR SIGNAL SIGNAL SUPPORT FOUNDATIONS	CY	3	$750.00	$2,250.00
312	633	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN	EACH	1	$12,000.00	$12,000.00
313	633	CABINET FOUNDATION	EACH	1	$3,000.00	$3,000.00
314	633	CONTROLLER WORK PAD	EACH	1	$400.00	$400.00
315	633	CONTROLLER ITEM, MISC. : UNINTERUPTIBLE POWER SUPPLY	EACH	1	$7,500.00	$7,500.00
		REED HARTMAN @ CORNELL PARK SIGNAL SUBTOTAL				$118,319.25
		TRAFFIC CONTROL SUBTOTAL				**$720,378.50**
		WATER WORKS				
316	SPL	WATER WORKS ADJUSTMENTS AND WATERMAIN RELOCATED	LUMP SUM	1	$77,036.00	$77,036.00
317	SPL	RELOCATE FIRE HYDRANTS	EA	14	$5,000.00	$70,000.00
318	SPL	WATER PIT RELOCATIONS	EA	8	$20,000.00	$160,000.00
319	SPL	30" PCCP WATERMAIN	LF	2300	$200.00	$460,000.00
		WATER WORKS SUBTOTAL				**$767,036.00**

CDS Associates, Inc.

Project: REED HARTMAN HIGHWAY IMPROVEMENTS, PHASE 2
CITY OF BLUE ASH, OHIO

2002003-16
9/12/02

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT COST	ITEM COST
		SUBTOTAL				$4,400,000.00
		Contingencies at 10%				$440,000.00
		OPINION OF CONSTRUCTION COST				$4,840,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE REED HARTMAN HIGHWAY IMPROVEMENTS, PHASE 2 WILL BE 20 YEARS FOR ROADWAY IMPROVEMENTS.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON FINAL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

STATE OF OHIO
JOHN L EISENMANN
39681
REGISTERED
PROFESSIONAL ENGINEER

John L. Eisenmann, P.E. , P.S.
Ohio Engineer # 39681

CITY OF BLUE ASH

4343 Cooper Road • Blue Ash, Ohio 45242-5699 • (513) 745-8500 • Fax 745-8594
TTY (for the hearing/speech impaired) 745-6251
Marvin D. Thompson, City Manager

SEPTEMBER 13, 2002

STATE CAPITAL IMPROVEMENT PROGRAM ROUND 17
CERTIFICATION OF LOCAL FUNDS

STATUS OF FUNDS

THIS IS TO CERTIFY THAT CITY FUNDS ARE AVAILABLE TO FINANCE THE LOCAL SHARE OF THE REED HARTMAN HIGHWAY, PHASE 2 PROJECT. ATTACHED FOR VERIFICATION IS A COPY OF THE DECEMBER 31, 2001, COMPREHENSIVE ANNUAL FINANCIAL REPORT OF THE CITY OF BLUE ASH.

SHERRY L. SININGER, DEPUTY TREASURER

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4258

December 23, 2002

Mr. W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Attention: Rob White, Program Representative
RE: District 2 Program Year 2003 (Round 17) MRF funding Status of Funds

Dear Rob:

The following projects approved by the District 2 Integrating Committee for Program Year 2003 funding will utilize Municipal Road Funds for a portion of their matching funds:

City of Cincinnati, Kirby Road Improvements – $420,000 (LTIP)
City of Blue Ash, Reed Hartman Highway Phase 2 Improvements - $100,000 (LTIP)

Addyston, First Street Widening Project - $58,190 (SM. GOVT.)
Newtown, Round Bottom Road Drainage Improvement - $30,000 (SM. GOVT.)
Cleves, State Road Reconstruction - $50,000 (SM. GOVT.)
Amberley Village, Galbraith Road Improvement - $79,222 (SM. GOVT.)
Lockland, Wyoming Avenue Rehabilitation - $50,000 (SM. GOVT.)
Woodlawn, Marion Road Improvement - $59,900 (SM. GOVT.)
Glendale, Congress Road Improvement - $64,128 (SM. GOVT.)

Cleves, Westgate & Scott Street Reconstruction - $60,000 (CONTINGENCY)
Sharonville, US 42 Roadway Improvement - $94,500 (CONTINGENCY)
Cheviot, Bridgetown Road Improvement - $63,919 (CONTINGENCY)

In April 2003, these projects will be recommended to the Hamilton County Commissioners for funding in the amounts stated above. Once approved, this office will forward to you a copy of the approval.

Should any additional information be needed in OPWC's consideration of these projects, please contact Mr. Joe Cottrill, District 2 Liaison Officer, at (513) 946-8906.

Sincerely,

William W. Brayshaw

WILLIAM W. BRAYSHAW, CHAIRMAN
DISTRICT 2 INTEGRATING COMMITTEE

WWB/jdc
attachments

City of Blue Ash
Interoffice Memorandum

TO: Dennis E. Albrinck, Service Director

FROM: Marvin D. Thompson, City Manager

SUBJECT: Ohio Public Works Commission (OPWC) Application for Financial Assistance Designation of Responsibilities Official

DATE: September 12, 2002

COPIES: Bruce E. Henry, James S. Pfeffer, John Eisenmann (CDS Associates)

The purpose of this memorandum is to designate Dennis E. Albrinck, Service Director of the City of Blue Ash, as the City official responsible for the submittal of any application, form, agreement, etc. to the Ohio Public Works Commission (OPWC) for financial assistance.

Mr. Albrinck shall have the authority to submit applications to, meet with, and execute agreements with the Ohio Public Works Commissions (OPWC) or the District 2 Public Works Integrating Committee (DPWIC), on behalf of the City of Blue Ash.

An alternate designation is hereby made in the case of the absence of Mr. Albrinck for Deputy Manager/Safety Director Bruce E. Henry to possess the necessary responsibility to act in this capacity.

Marvin D. Thompson, City Manager

Dea\SCIPAppl

ORDINANCE NO. 2002-90

AUTHORIZING THE CITY MANAGER TO SEEK FINANCIAL ASSISTANCE FROM THE STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FOR FUNDING A CAPITAL INFRASTRUCTURE IMPROVEMENT PROJECT AND RELATED FINANCING COSTS; AND DECLARING AN EMERGENCY

Be it ordained by the Council of the City of Blue Ash, Ohio, not less than five (5) members thereof concurring,

SECTION I.

The City Manager or his designee is hereby authorized to apply to the District Two Public Works Integrating Committee of Hamilton County and the Ohio Public Works Commission for financial assistance for the Reed Hartman Highway Phase 2 Project.

SECTION II.

The City Manager or his designee is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance in conjunction with the recommendations of the City Engineer and the Service Director, and approved as to form by the City Solicitor in accordance with all authority granted to and limitations upon by the City's Treasurer.

SECTION III.

This ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of public peace, health, safety, and welfare of the City of Blue Ash, Ohio; the reason for the emergency being the need to provide the necessary authority for the City to apply for these funds. Therefore, this ordinance shall take effect and be in force from and after its passage.

PASSED this 12th day of September, 2002.

Rick Bryan, Mayor

Susan K. Bennett, Clerk of Council

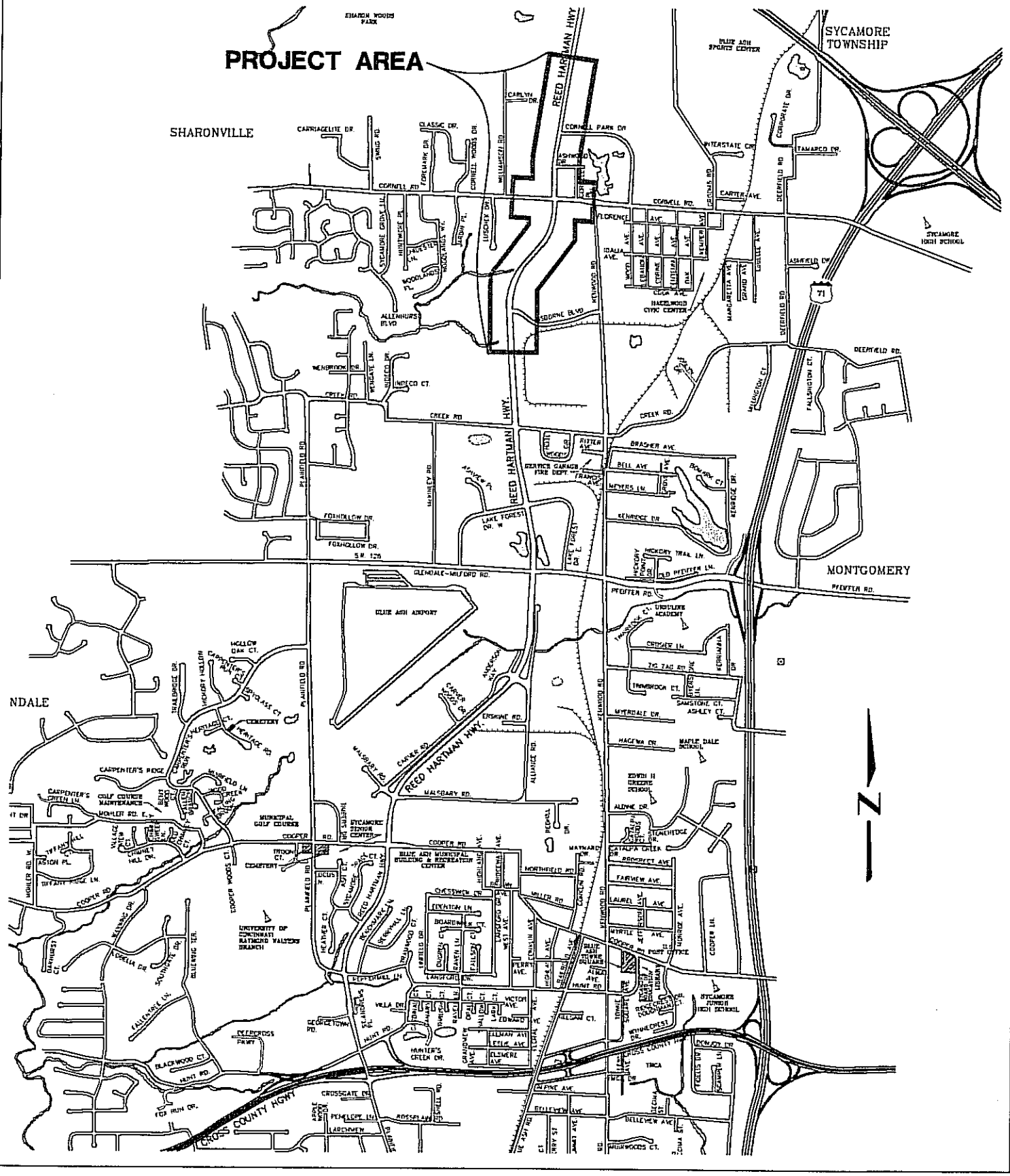
APPROVED AS TO FORM:

Mark A. Vander Laan, Solicitor

THIS IS A CERTIFIED TRUE AND CORRECT COPY:

Susan K. Bennett, Clerk of Council

REED HARTMAN HIGHWAY IMPROVEMENTS, PHASE 2 VICINITY MAP



TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained from system loops located in the pavement via the Traffic Control Closed-Loop System on Reed Hartman Highway at the location and date noted on the traffic count printout.

John L. Eisenmann 9/11/02

John L. Eisenmann, P.E., P.S. Date

REED HARTMAN HIGHWAY
PHASE 2
TRAFFIC STUDY
EXECUTIVE SUMMARY

The Reed Hartman corridor is a major arterial serving northeast Hamilton County. Beginning at Ronald Reagan Highway (SR 126), it progresses north as a four lane limited access highway to Fields Ertel Road. Over this five-mile length it serves Blue Ash, Sharonville and Sycamore Township.

It provides access to many of the Region's major office and industrial complexes. These include Procter & Gamble's Sharon Woods Technical Center, Ethicon Endo-Surgery, and nearly two million square feet of Class A office space. Development of the area is continuing in spite of an economic downturn. In the past year, 425,000 square feet of Class A office space has opened and another 1 million square feet is planned.

The Cities of Sharonville and Blue Ash, in conjunction with OKI and ODOT, are investing over $16,000,000 for improvements to the Reed Hartman interchange with Interstate 275. This project is currently under construction and is expected to be completed late in 2003 or early 2004.

The work is expected to reduce delays in the northern portion of the corridor between the interstate and the south entrance to the Sharon Woods Technical Center. Currently, congestion during the morning and evening peak hours occurs from the interstate through the Cornell Road intersection. Some of the intersections are experiencing an F level of service on critical movements. With 625,000 square feet of Class A office proposed for the Hines Development, approximately 0.5 miles south of Cornell, it is projected that peak hour congestion will not be fully relieved by the interchange improvements.

Phase 2 Improvements to Reed Hartman will extend the improvements south to include the Cornell intersection and the new office park development. A traffic study of the area was conducted to evaluate the impact on the corridor and to determine the best way to provide the needed capacity improvements.

The study has determined that an additional lane both north and south bound will be necessary between Osborne Boulevard (the Hines Development) and the south entrance to Sharon Woods Technical Center. Further, additional turn lanes are needed at the Osborne Boulevard and Cornell Road intersections. These improvements will improve the level of service in the corridor to acceptable urban levels through the design year 2016, including the proposed developments.

The following report details the background data, traffic projections, analysis and recommended improvements.

Procter & Gamble

The Procter & Gamble Company
Sharon Woods Technical Center
11510 Reed Hartman Highway, Cincinnati, Ohio 45241

September 18, 2001

Mr. Marvin Thompson
City Manager
City of Blue Ash
4343 Cooper Road
Blue Ash, OH 45242

Subject: **REED-HARTMAN HIGHWAY IMPROVEMENTS**

This is to give our support for the Reed Hartman Highway improvement project, Phase II. This project will add an additional northbound and southbound lane on Reed Hartman Highway between Osborne Boulevard and P&G's south entrance.

We are supportive of the initiative to improve traffic flow and safety of our employees who work at the P&G's Sharon Woods Technical Center as well as other commuters.

Sincerely,

Gwendolyn Blanchard

Gwendolyn Blanchard
Manager, NA WorkPlace Services Site Business Leader
Sharon Woods Technical Center

Cc Mr. Dennis E. Albrinck, City of Blue Ash Service Director
Ms. Louise S. Hughes, P&G Associate Director Ohio Government Relations
Mr. Dale L. Lawrence, P&G Manager Site Business Leader

September 5, 2001

Mr. Marvin Thompson
City Manager
City of Blue Ash
4343 Cooper Road
Blue Ash, OH 45242-5699

Hines

Dear Marvin:

I'm writing to express my support for the proposed roadway improvements along the City of Blue Ash's main transportation corridor, Reed Hartman Highway. Given the growth that continues to occur in the City of Blue Ash, it is clear that these improvements are needed in order to facilitate the existing and future flow of traffic in and out of the City.

Maintaining and improving the City's roadway network is one of the, if not the, most important factors involved in attracting and retaining high caliber companies and employers in the City of Blue Ash. Given the existing employment base in the City, we are, today, approaching unacceptable levels of traffic congestion along the Reed Hartman Highway corridor at peak hours. Without the proposed improvements along the corridor, I believe that it is unlikely that the City of Blue Ash and its citizens will realize the full benefit of the planned expansion project along I-275 and the widening and reconfiguration of the Reed Hartman Highway interchange.

As a developer of Class A office properties in the City of Blue Ash, we believe that these improvements are critical to our ability to attract companies to the 600,000 square feet of office space that we have planned along Reed Hartman Highway, south of Osborne Boulevard. At full occupancy, it is estimated that the development will house approximately 2,400 employees, many of whom will access the development via Reed Hartman Highway.

To accommodate the long-term growth and success of both our development and the City of Blue Ash, we strongly support the improvements to the Reed Hartman Highway corridor.

Sincerely,

Creighton B. Wright, Jr.
Project Manager

cc: Dennis E. Albrinck

CBW:tm
D:\Blue Ash\Correspondence\City of Blue Ash\2001.09.05-Marvin Thompson-Letter.doc

11000 Reed Hartman Highway Cincinnati, Ohio 45242 (513) 792-7900 (513) 792-7901 FAX

ETHICON ENDO-SURGERY, INC.
a Johnson & Johnson company

4545 CREEK ROAD
CINCINNATI, OH 45242-2839

September 13, 2001

Mr. Marvin Thompson
City Manager
4343 Cooper Rd.
Blue Ash, OH 45242

Dr. Mr. Thompson:

It is my understanding that the City of Blue Ash, Ohio is applying to the State of Ohio for a State Capital Improvement Program grant in September for state funding for the Reed Hartman Highway Improvement Project, Phase II.

On behalf of my company, Ethicon Endo-Surgery, Inc. (a division of Johnson & Johnson), I would like to underscore the critical need for this roadway improvement project. As you know we employee in excess of 1,000 people in the Blue Ash area and traffic congestion in Blue Ash at both the a.m. and p.m. rush hours is a significant problem. With the growth of business in this area over the last several years, this problem has only gotten worse. The ability of our employee population to commute to and from work will definitely have an impact on our future.

If you need further information, please do not hesitate to contact me.

Sincerely,

ETHICON ENDO-SURGERY, INC.

Thomas R. Rochon
Vice President, Human Resources

cc: Mr. Dennis E. Albrinck

Duke
REALTY CORPORATION

RECEIVED
SEP 13 2001
CITY MANAGER'S OFFICE

September 12, 2001

Mr. Marivn D. Thompson
City Manager
City of Blue Ash
4343 Cooper Road
Blue Ash, Ohio 45242

Dear Marvin:

The road improvements that have been completed over the past 10+ years and additional projects underway & planned are integral to our tenants in Blue Ash. Duke Realty's nine building, $150 million investment in Blue Ash is comprised of 1,100,000 square feet and accommodates over 5,000 employees. Efficient access to Blue Ash is of paramount importance to expand current tenants and attract new companies to Blue Ash.

Clearly, the present infrastructure in Blue Ash is inadequate for future growth. We enthusiastically support the road improvement projects underway and the I-275/Reed Hartman project scheduled to begin next year.

Sincerely,

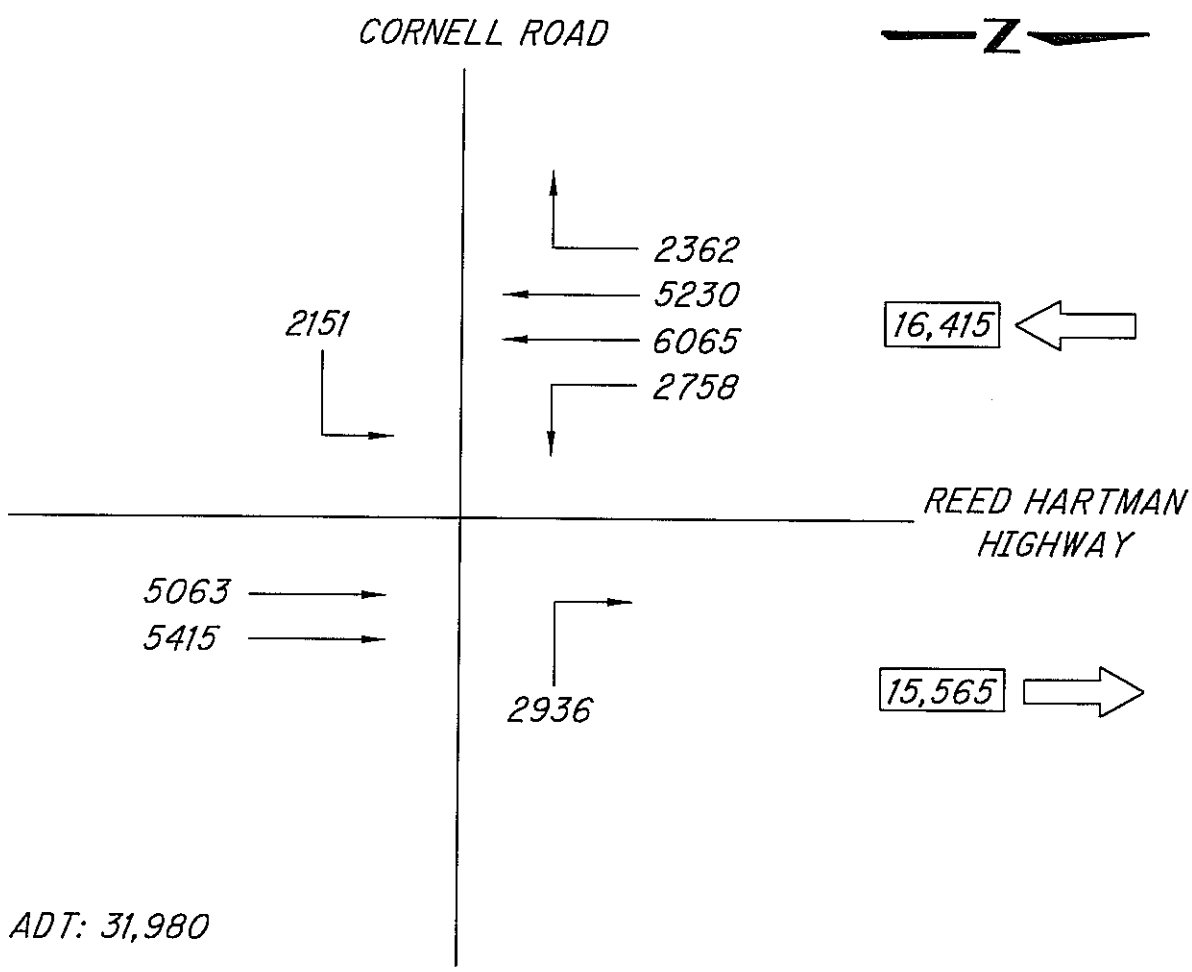
Kenneth A. Schuermann
KS/ama

cc: Jay Smith, Duke Realty Corporation

4555 Lake Forest Drive
Suite 400
Cincinnati, OH 45242
513.956.4400
www.dukerealty.com

Atlanta
Chicago
Cincinnati
Cleveland
Columbus
Dallas
Indianapolis
Minneapolis
Nashville
Orlando
Raleigh
St. Louis
Tampa

SUMMARY OF 24 HOUR TRAFFIC VOLUME
REED HARTMAN HIGHWAY, PHASE 2 IMPROVEMENTS



24 HOUR TRAFFIC VOLUME OBTAINED FROM THE REED HARTMAN HIGHWAY CLOSED LOOP SYSTEM ON JULY 10, 2001.

2002 TRAFFIC DATA NOT PROVIDED DUE TO ODOT'S I-275 / REED HARTMAN HIGHWAY CONSTRUCTION.

CDS
engineers
architects
planners
surveyors

CDS Associates, Inc.
www.cds-assoc.com

11120 Kenwood Road
Cincinnati, Ohio 45242-1816
513.791.1700
513.791.1936 FAX

7000 Dixie Highway
Florence, Kentucky 41042
859.525.0544
859.525.0561 FAX

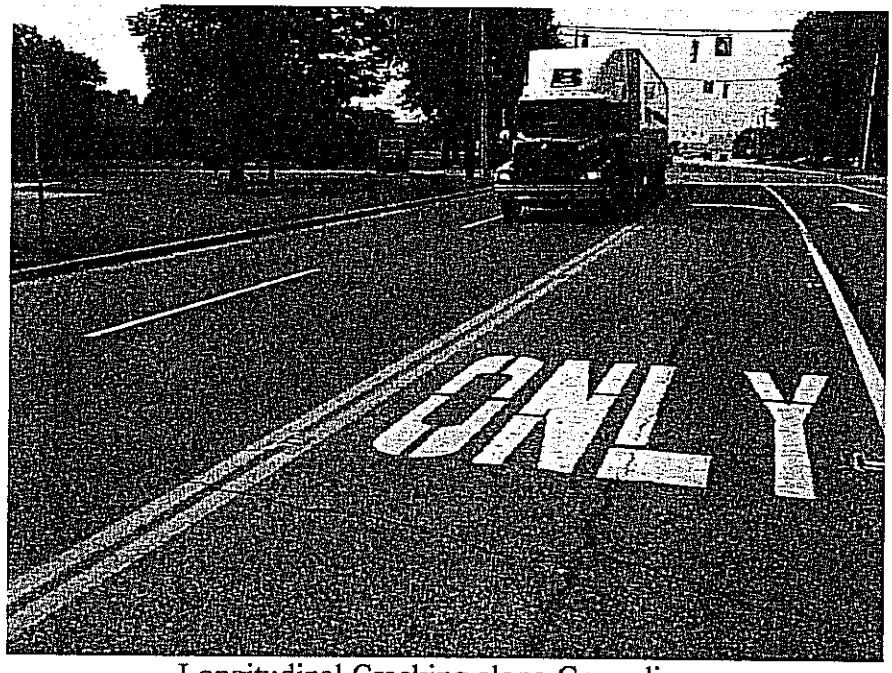
Transverse and Longitudinal Joint Cracking.

Block Cracking at Intersection.
Notice Concrete Gutter / Catch Basin Elevation with Respect to Pavement Elevation.

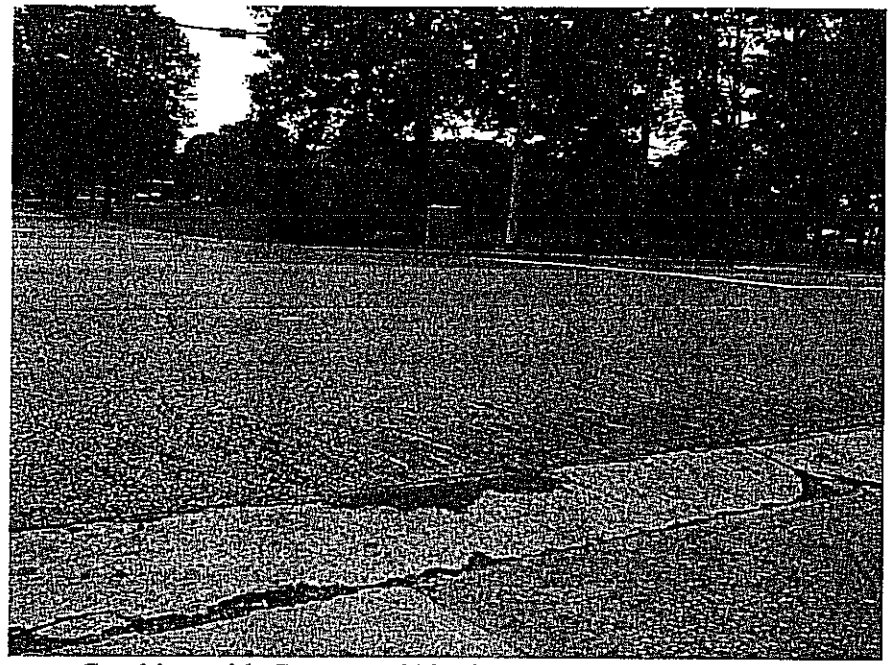
Transverse and Longitudinal Joint Cracking.

Longitudinal Cracking along Construction Joint.

Transverse Cracking.



Longitudinal Cracking along Crownline.



Transverse Cracking with Concrete Chipping at Intersection with Ashwood Dr.

Transverse Cracking.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES ___X___ NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

In general, the physical condition of Reed Hartman High is in fair condition. Reed Hartman Highway was built in the early 1970's with several piecemeal widenings through the years. The intersection sight distance at Cornell Road for vehicles looking for oncoming northbound traffic is substandard due to the Reed Hartman profile and cross-slope grades.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The design of the project is intended to reduce the existing accident rate at Reed Hartman and Wendy's drive. During the past few years, there have been several accidents at this location. The proposed improvements will restrict the turning movements at this location, reducing the traffic conflicts. (See attached Police/Accident Reports.)

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The design of this project will improve the capacity of the roadway, thus reducing congestion due to increased Traffic. Minimizing congestion and driver frustration results in improvement in air quality in the service area and less stress to drivers. The City's new north fire station will be located immediately south of Kenwood and Creek Road. The improvements will improve police and fire response time for the office and industrial base along the corridor.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Reed Hartman Highway, Phase 2 Improvements

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No ___X___ Yes_____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

_____

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The additional capacity the improvements would provide businesses reasons to stay or expand within the City of Blue Ash. (See attached letters from local business leaders.)

_____

_____

_____

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 30th of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF funding

_____

_____

_____

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The Ohio Department of Transportation (ODOT), through TRAC funded improvements, is currently upgrading the Reed Hartman/I-275 interchange and providing safety improvements to I-275 from S.R. 42 to Montgomery Road. This improvement is an extension to the south and is scheduled to be under construction at the same time. Several developments are planned or are currently under construction along this corridor. They include 650,000 SF of office by Hines Development. These improvements will provide the needed capacity to sustain the current and future developments.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS See below Proposed LOS See below (2016 design year)

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

	Existing LOS		Proposed LOS	
	AM	PM	AM	PM
Reed Hartman Highway and Cornell Park Drive	F	C	D	D
Reed Hartman Highway and Ashwood	B	B	C	B
Reed Hartman Highway and Cornell Road	D	D	E	D
Reed Hartman Highway and Osborne Blvd.	F	D	E	D

Level of service for all intersections, when improvements are opened, will be C or better. The design year level of service is intended to match the existing conditions. See attached traffic study for details.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 6

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes X No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 20± Of these, how many are: Takes _____
Temporary 20±
Permanent 12±

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

The design for the project is complete and right of way needs will be determined from design plans and from utility coordination. The schedule anticipates right-of-way acquisition and utility relocations in 2003.

e.) Give an estimate of time needed to complete any item above not yet completed. 16 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Reed Hartman Highway serves as a major north-south arterial providing access to many offices, commercial and minor arterials. The highway connects I-275 in Sharonville, continues south intersecting Pfeiffer /Glendale-Milford Roads (providing access to I-71 and I-75) and continues to Ronald Reagan Highway (S.R.126). By having direct access to I-275 and Ronald Reagan Highway, Reed Hartman Highway provides businesses and community residents main access points to the regions major highway system. The portion of Reed Hartman Highway to be developed will continue the ODOT/TRAC I-275/Reed Hartman Highway widening project to the south.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes_____ No_____ N/A__X____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 31,980 x 1.20 = 38,376 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Operational $5.00 License Tax	X	Specify type	
Infrastructure Levy		Specify type	
Facility Users Fee		Specify type	
Dedicated Tax		Specify type	
Other Fee, Levy or Tax		Specify type	

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: BLUE ASH

NAME OF PROJECT: REED HARTMAN HIGHWAY, PHASE II

RATING TEAM: 1

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
(5) - Fair Condition
0 - Good or Better

0 LAST RESURFACE 1/EAR EI. PVMT. THIS TIME

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
~~(15)~~ - Moderate importance
(10) - Minimal importance
0 - No measurable impact

See attached
small area sited in comparison to overall project length

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
(0) - No measurable impact

See attached

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) - No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
0 – The project will not impact development

+3 SEE LINES LETTER

Appeal Score
3

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

LOCAL = 77.20%

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

MRF = 2.1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score
_____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15
3 - Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15
0 - Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

Appeal Score
_____

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

38,376

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above
(3) One of the above
0 - None of the above

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.** Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.** Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.